

REMARKSSummary of the Office Action

Claims 1-19 were pending in the above-identified patent application.

The Examiner rejected claims 1-12 and 15-19 under 35 U.S.C. § 102(b) as being anticipated by Stam et al. U.S. patent 6,429,594 (hereinafter "Stam"). Claims 13 and 14 have been objected to as being dependent upon a rejected base claim.

Summary of Applicant's Reply to Office Action

Claim 1 has been amended to more particularly define the invention. Claims 13 and 14 have been rewritten in the form that the Examiner said would make them allowable, with the addition of some words to more clearly define the invention.

(These Remarks are followed by an Appendix showing how claims 1, 13, and 14 have been amended.) New dependent claims 20 and 21 have been added to more particularly define the invention.

The Examiner's rejection of claims 1-12 and 15-19 is respectfully traversed.

The Rejection of Claims 1-12 and  
15-19 Under 35 U.S.C. § 102(b)

Claims 1-12 and 15-19 have been rejected under 35 U.S.C. § 102(b) as being anticipated by Stam. The Examiner's rejection is respectfully traversed.

Claim 1

Applicant's light for a highway vehicle, as defined by independent claim 1 as amended, is not anticipated by Stam because applicant's light is "directed into an area alongside and rearward of [the vehicle]." This feature of applicant's invention is shown, for example, in applicant's FIG. 1. As shown in FIG. 1, vehicle 20 is equipped with an additional light 40, which is directed "to the side and/or toward the rear of vehicle 20 to illuminate the area 42 to the side and/or toward the rear of vehicle 20" (page 5, lines 27-29).

In Stam, in contrast, headlamp 22 of vehicle 20 is directed into an area in front of vehicle 20 (see FIG. 1). The area in front of vehicle 20 into which headlamp 22 is directed is shown in FIG. 1 as illumination range 24. Thus, Stam does not disclose a light that is directed into "an area alongside and rearward" of a vehicle, as defined by applicant's claim 1 as amended.

Accordingly, for at least this reason, Stam does not show or suggest all the claimed features of applicant's invention defined by independent claim 1 as amended. Therefore, claim 1 and claims 2-12, which depend from claim 1, are not anticipated by Stam, and the rejection of the claims under 35 U.S.C. § 102(b) should be withdrawn.

Claim 15

Applicant's light device, as defined by independent claim 15, is not anticipated by Stam because applicant's light device includes "a structure for supporting [a] spotlight on the left lateral side of [a] vehicle." This feature of applicant's invention is shown, for example, as support structure 200 of FIG. 5. As shown in FIG. 5, support structure 200 supports additional light 40.

In rejecting claim 15, the Examiner refers to a structure shown in FIGS. 21 and 22 of Stam. Applicant respectfully submits that the structure shown in FIGS. 21 and 22 of Stam is an interior rearview mirror 622 that is used to mount a moisture sensor 74 behind windshield 624 of vehicle 20 (column 24, lines 52-58). Neither rearview mirror 622 nor its mounting bracket 620 support headlamp 22 of

Stam, as the Examiner contends. Thus, Stam does not disclose "a structure for supporting [a] spotlight on the left lateral side of [a] vehicle," as defined by applicant's claim 15.

Accordingly, for at least this reason, Stam does not show or suggest all the claimed features of applicant's invention defined by independent claim 15. Therefore, claim 15 and claims 16-19, which depend from claim 15, are not anticipated by Stam, and the rejection of the claims under 35 U.S.C. § 102(b) should be withdrawn.

The Objection to Claims 13 and 14

Claims 13 and 14 have been objected to as being dependent upon a rejected base claim. In response to the Examiner's objection, claims 13 and 14 have been rewritten in independent form to include all the features of original base claim 1, with the addition of some words to more clearly define the invention. Thus, claims 13 and 14 as amended are allowable as indicated in the Office action.

Conclusion

The foregoing demonstrates that claims 1-21 are patentable. This application is therefore in condition for

allowance. Reconsideration and allowance are accordingly respectfully requested.

Respectfully submitted,



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APPENDIX  
(Showing How Claims 1, 13, and 14  
Have Been Amended)

1. (Amended) A light for a highway vehicle for illuminating an area through which another vehicle that is coming in the opposite direction toward the first-mentioned vehicle will pass as the other vehicle passes the first-mentioned vehicle, the light being directed [away from the front] into an area alongside and rearward of the first-mentioned vehicle and directed to the left side of the road when the driving system is to the right and to the highway surface, illuminating the area through which another vehicle coming in the opposite direction is going to pass, and wherein the light is a white light.

13. (Amended) [The light defined in claim 1] A light for a highway vehicle for illuminating an area through which another vehicle that is coming in the opposite direction toward the first-mentioned vehicle will pass as the other vehicle passes alongside the first-mentioned vehicle, the light being directed away from the front of the first-mentioned vehicle and directed to the left side of the road when the driving system is to the right and to the highway surface,

illuminating the area through which another vehicle coming in the opposite direction is going to pass, and wherein the light outputs an amount of light at least equal to about 25% of the light output by a low beam headlight of the first-mentioned vehicle.

14. (Amended) [The light defined in claim 1] A light for a highway vehicle for illuminating an area through which another vehicle that is coming in the opposite direction toward the first-mentioned vehicle will pass as the other vehicle passes alongside the first-mentioned vehicle, the light being directed away from the front of the first-mentioned vehicle and directed to the left side of the road when the driving system is to the right and to the highway surface, illuminating the area through which another vehicle coming in the opposite direction is going to pass, and wherein the light outputs an amount of light at least equal to about 50% of the light output by a high beam headlight of the first-mentioned vehicle.